

## **Decarbonising road transport – the UK's approach**

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Transport is a major contributor to CO<sub>2</sub> emissions – around 15% globally. In developed countries transport typically makes up 25% of emissions, making it the second largest source of emission after electricity generation. And the problem is set to get worse. Around one billion vehicles today use 53% of global oil production. Between 2020 and 2030, with the rapid growth, especially in Asia, of prosperity and the urban ‘middle class’, predictions suggest that we will reach 2 billion, with potentially 3 billion vehicles, worldwide, by 2050. To ensure that we can continue to enjoy social and economic benefits which derive from the mobility of people and goods, the only sustainable solution is a radical decarbonisation of road transport.

In the UK, the Committee on Climate Change (CCC) advises Parliament on setting carbon reduction targets (‘Carbon Budgets’) on the path to a legally binding target to reduce Kyoto green house gas (CO<sub>2</sub>e) emissions by at least 80% by 2050. The CCC develops its advice through the examination of a range of emission reduction scenarios, with a focus on cost and technological feasibility and taking into account constraints such as resources, skills, planning etc, to support the introduction of appropriate policy measures.

The presentation will examine the UK's 2050 challenge in relation to land transport and explain the background to the potential scenarios for 2030. These scenarios highlight the requirement for a step change: around 65% of new car sales will need to be electric or plug-in hybrid vehicles, of various types, and further benefits from improved planning, travel information and changes to driver behaviour will be needed if we are to be on a cost-effective and realistic path to achieving the 2050 goals.